

Mountain Line Transit

Category	Source	2023		2024		2025	
		<i>Federal</i>	<i>Local</i>	<i>Federal</i>	<i>Local</i>	<i>Federal</i>	<i>Local</i>
Operation Assistance							
Operating Assistance ⁽¹⁾	5307 ARP	\$3,350,000	N/A				
Operating Assistance	5307 -	\$3,401,120	\$3,401,120	\$3,401,120	\$3,401,120	\$3,401,120	\$3,401,120
Operating Assistance	CMAQ 5307	\$20,000	N/A	N/A	N/A	N/A	N/A
Capitol Assistance							
5307 Preventative Maintenance ⁽²⁾	5307	\$200,000	\$50,000	\$200,000	\$50,000	\$200,000	\$50,000
Revenue Rolling Stock Replacement ⁽³⁾	5307	\$2,223,225	\$555,806				
Revenue Rolling Stock Replacement	5339	\$2,192,835	\$548,209	\$153,537	\$38,384	\$650,000	\$162,500
Federal 5311(f) Intercity ⁽⁴⁾	5311 ARPA	\$200,000	N/A				
Federal 5311(f) Intercity	5311	\$369,249	\$369,249	\$370,000	\$370,000	\$370,000	\$370,000
Operating Assistance ⁽⁵⁾	5310 - CRRSA	\$78,000	N/A				
Operating Assistance	5310			\$80,000	\$80,000	\$80,000	\$80,000

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Category	Source	2026		2027		2028	
		<i>Federal</i>	<i>Local</i>	<i>Federal</i>	<i>Local</i>	<i>Federal</i>	<i>Local</i>
Operation Assistance							
Operating Assistance	5307 ARP						
Operating Assistance	5307 -	\$3,401,120	\$3,401,120	\$3,401,120	\$3,401,120	\$3,401,120	\$3,401,120
Operating Assistance	CMAQ 5307	N/A	N/A				
Capitol Assistance							
5307 Preventative Maintenance	5307	\$200,000	\$50,000	\$200,000	\$50,000	\$200,000	\$50,000
Revenue Rolling Stock Replacement	5307						
Revenue Rolling Stock Replacement	5339	\$650,000	\$162,500	\$650,000	\$162,500	\$650,000	\$162,500
Federal 5311(f) Intercity	5311 ARPA						
Federal 5311(f) Intercity	5311	\$370,000	\$370,000	\$370,000	\$370,000	\$370,000	\$370,000
Operating Assistance	5310 - CRRSA						
Operating Assistance	5310			\$80,000	\$80,000	\$80,000	\$80,000

- (1) Costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.
- (2) Maintenance wages, taxes and fringe benefits for keeping the fleet in a state of good repair.
- (3) All revenue producing vehicles.
- (4) Regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.
- (5) Mobility management is a capital project activity that consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers carried out by a recipient or sub-recipient through an agreement entered into with a person, including a government entity.